

DATA 1654Z 16 NOV 63

TOP SECRET

2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO : DIRECTOR

FROM

ACTION:

OPSI-8

INFO :

10R 161759Z NOV

PRIORITY

IN 50796

TO

PRIORITY

INFO

CITE

0584

25X1A

FOR COL LEDFORD FROM

1. MSN 3241 WAS COMPLETED SUCCESSFULLY THIS DATE AND IS THE FIRST HQ MSN FLOWN HE DID A GOOD JOB THROUGHOUT THE SORTIE AND CONSIDERING IT WAS HIS FIRST TIME IN AN AREA OF VERY FEW FIXES WAS ABLE TO MAINTAIN A GOOD TRACK. THIS WAS A VERY GOOD ONE FOR HIM TO "CUT HIS TEETH" ON SINCE IT WAS VERY SHORT IN DURATION WITH LIMITED PENETRATION.

2. THE WX WAS APPROXIMATELY AS BRIEFED AND THE COVERAGE IS CONSIDERED GOOD FOR THIS AREA. THE FIRST AND LAST FLIGHT LINES, WHICH ARE IN THE SAME GENERAL AREA WAS CAT 3 AND 4 WITH THE REMAINDER CAT 2 AND 3.

3. THE OPERATION OF ALL SYSTEMS WAS SATISFACTORY AND POST MSN CHECK REVEALED NO KNOWN MALFUNCTIONS.

4. THE TWO ENGINE FLAMEOUTS ON 15 NOV, 30 MIN AFTER TAKEOFF, ON THE SAME ROUTE FLOWN TODAY WAS APPARENTLY CAUSED BY A MALFUNCTION

TOP SECRET

GROUP 1
Excluded from automatic
downgrading and
declassification

25X1A IN 50796

0584

T O P S E C R E T

PAGE TWO

OF THE FUEL CONTROL AS SUSPECTED. WE WERE OFF THIS MORNING AT FIRST LIGHT ON THE TEST HOP WHICH WAS SUCCESSFUL AND THE ENGINE PERFORMED NORMALLY ON MSN 3241. WE HAD NO DIFFICULTY IN GETTING READY ON TIME FOR THE MSN AND WE WERE ABLE TO SAVE ONE DAY BY PUSHING AHEAD WITH THE FUEL CONTROL CHANGE AND EARLY MORNING TEST. THE LATER THAN NORMAL SCHEDULED MSN DEPARTURE MADE IT POSSIBLE. WE WERE VERY ANXIOUS TO TAKE ADVANTAGE OF THE GOOD FORECAST WX BEFORE IT CHANGED.

5. THE AIRCRAFT RETURNED FROM MSN 3241 WITH NO MALFUNCTIONS AND WE'RE READY FOR MSN 3243.

END OF MSG

T O P S E C R E T